

Manitou Incline “Looking at the Possibilities”

Focus Session: Parking and Traffic

July 13, 2010 6-9pm at the Manitou City Hall

On July 13th, citizens met to discuss possible solutions and implications for parking and traffic circulation issues on Ruxton Avenue with respect to the Manitou Incline. After a review of the Critical Issues, the participants divided into five small groups for a discussion of potential parking and traffic options. The small groups reviewed and identified favorite and least favorite options as presented prior to the small group breakout. After the small group exercise, each group reported out to the entire gathering. Individuals were then offered a period of time to advocate for a particular option.

The following is a summary of the public input. This along with technical expertise will guide the alternative plan development.

The parking and traffic corridor includes the Barr Trail parking lot and Ruxton Avenue to Manitou Avenue. The corridor is separated into eight zones for identification of potential parking and traffic strategies.

Zone A - Barr Trail Parking Lot (public)

Zone B - COG Train Parking Areas (private)

Zone C - Iron Springs Chateau Parking Area (private)

Zone D - Public Spaces between COG entrance and Winter St (south end)

Zone E - Public Spaces between Fairview Ave and Spring St

Zone F - Public Spaces between Spring St and Church St

Zone G - Public Spaces between Church St and Osage Ave

Zone H - Public Spaces between and Osage Ave and Manitou Ave

General Corridor Parking and Traffic

Alternative Plans will include: Use of a shuttle system, paid parking zones, residential parking permits, resident only parking zones, expansion of 3-hour commercial core parking restriction on Ruxton, enhanced signage to direct hikers to alternative parking, enhanced pavement striping to identify vehicle/pedestrian areas, enhanced signing and striping of illegal parking areas, and additional crosswalk locations.

Alternative Plans may consider: variable message signs regarding parking supply,

Possibilities no longer ‘on the Table’: parking garage located in the Ruxton corridor, free unrestricted parking

New Ideas and comments: restricted parking for special periods (holidays, high fire danger, events), consider structuring fees and restrictions around seasonal use fluctuations, bike racks at trailhead, alternate parking locations (Pawnee, Tajin Alami, Intemann, Higginbotham Flats,

Walton) to manage traffic demand on Ruxton, and special consideration for Sunday morning parking near Church St.

The following is more zone specific reflection of the public review of options.

Zone A - Barr Trail Parking Lot (public)

Alternative Plans will include: paid parking zone with or without user restrictions (including Barr Camp only), time of day restrictions, emergency access staging areas

Alternative Plans may consider: parking lot expansion

Possibilities no longer 'on the Table': closure of the parking lot, free unrestricted parking

New Ideas and comments: None noted

Zone B and C - COG Train and Iron Springs Chateau Parking Areas (private)

Alternative Plans will include: (additional conversations with the COG and ISC are necessary)

Alternative Plans may consider: shared parking agreements for seasonal unused spaces, paid parking agreements for proper corridor pricing, alternate parking area for Incline only

Possibilities no longer 'on the Table': parking garage at the COG train lot

New Ideas and comments: reestablish COG parking entrance to the west with a turnaround,

Zone D - Public Spaces between COG entrance and Winter St (south end)

Alternative Plans will include: elimination of parking for enhanced ped corridor, paid parking zone with or without user restrictions,

Alternative Plans may consider: alternate entrance location to COG parking areas

Possibilities no longer 'on the Table': free unrestricted parking

New Ideas and comments: alternate vehicle and pedestrian access to the incline trailhead

Zone E and F- Public Spaces between Fairview Ave and Church St

Alternative Plans will include: paid parking zone with or without user restrictions (including residential parking permits), free residential parking only

Alternative Plans may consider: day of week and time of day restrictions

Possibilities no longer 'on the Table': free unrestricted parking

New Ideas and comments: None noted

Zone G - Public Spaces between Church St and Osage Ave

Alternative Plans will include: paid parking zone with or without user restrictions, expansion of 3-hour parking zone from commercial core, residential only parking zones

Alternative Plans may consider: day of week and time of day restrictions

Possibilities no longer 'on the Table': free unrestricted parking

New Ideas and comments: None noted

Zone H - Public Spaces between and Osage Ave and Manitou Ave

Alternative Plans will include: no changes to the current parking system, flexibility and continuity with any proposed changes to downtown parking restrictions

Alternative Plans may consider: paid parking with restrictions (if consistent in downtown core), time of day restrictions.

Possibilities no longer 'on the Table': None

New Ideas and comments: None noted

External Parking Supply (Smischny, Cañon, Wichita, Prospect)

Alternative Plans will include: accessing alternative parking supplies via shuttle system - either free or flat rate service.

Alternative Plans may consider: other parking supply not currently managed by the City.

Possibilities no longer 'on the Table': None

New Ideas and comments: None noted

Attached below are the handout and presentation materials from this workshop.

'Looking at the Possibilities' Traffic and Parking Workshop



6:00	OPENING / WELCOME	<i>Aimee Cox/Dan Folke</i>
	Review of tonight's agenda	<i>Tweed Kezziah</i>
	Review of Critical Issues	<i>Priscilla Marbaker</i>
6:20	PRESENTATION: POSSIBLE APPROACHES	<i>Steve Pouliot</i>
7:00	GROUP WORK: CONSIDERATION OF POSSIBILITIES	<i>All</i>
	Instructions for small group work	<i>Susan Watkins</i>
7:45	REPORT OUT AND DISCUSSION	<i>All</i>
8:55	WRAP-UP / NEXT STEPS	<i>Aimee / Dan</i>

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Parking and Traffic Issues

- Lack of parking capacity city-wide; need for expanded parking opportunities
- Residential and business impacts
- Coordination with city-wide parking planning and operations
- Need to reduce traffic congestion and improve circulation on Ruxton Avenue and the surrounding area
- Pedestrian safety
- Enforcement
- Unrestricted access for emergency responders

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Small Group Instructions

1. Your task as a group is to rank the options within each of the zones according to which you like best to which you like least.
2. First discuss and then rank all the options within each zone. Rank them from those you most support to those you least support, assigning a #1 to the option you most support and continuing your ranking down in descending order. Please post your rankings on your large table of options.
3. As you develop your rankings, please make sure to consider the possible effects of each decision on adjacent zones.
4. Then decide if there are any other options you'd like to add. If so, please describe and/or draw them on your flip chart page.
5. You have 45 minutes to do your work.
6. Please choose someone in your group to present your rankings, the reasons for your choices, and any additional options you'd propose once everyone is ready to report out.

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Advocacy Discussion Notes

Liked

- Re-routing Incline traffic down
- Using other places, like Higginbotham, to reduce congestion
- Using Intemann to access the Incline
- Interconnecting trails
- System to provide parking for residents
- Shuttles
- The fee experience as long as the fee is reasonable

Don't like

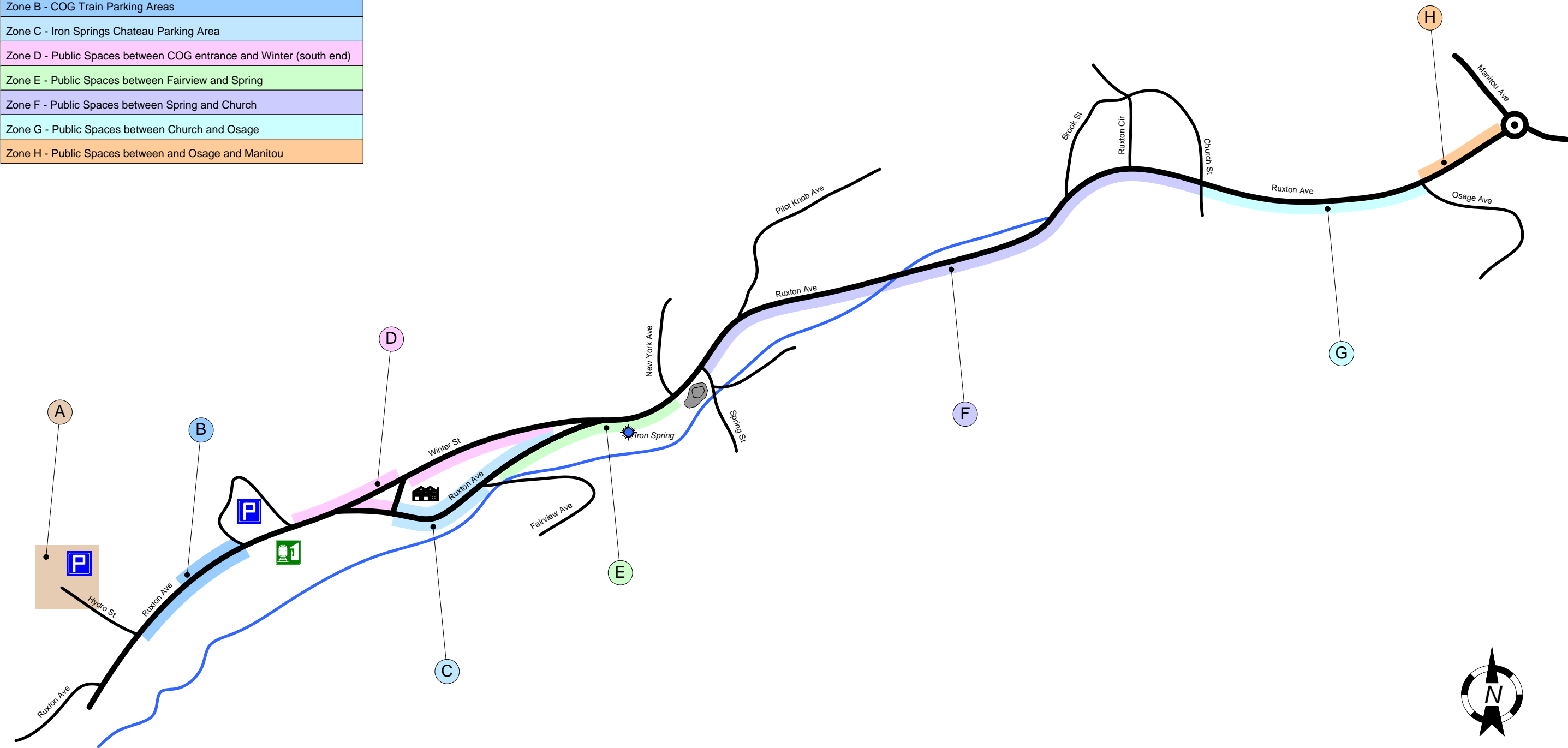
- Renting out residential parking spaces
- Residential only in Zones F and G

Other ideas / comments

- Would like to see Barr Trail lot expanded to add two rows
- I live at the top of Ruxton and want parking problems fixed but don't want the parking problems to roll downhill into other areas
- It's important to be willing to negotiate when the Barr Trail lot is closed, when there is high fire danger, for example
- Be open to concerns of residents
- Get ideas from other areas, like Maroon Bells, for benchmarking
- Agree that you can't restrict parking without also having other options
- Look at an alternative entrance to the Incline and get it off Ruxton

Manitou Incline Traffic and Parking Issues Public Meeting

Zone A - Barr Trail Parking Lot
Zone B - COG Train Parking Areas
Zone C - Iron Springs Chateau Parking Area
Zone D - Public Spaces between COG entrance and Winter (south end)
Zone E - Public Spaces between Fairview and Spring
Zone F - Public Spaces between Spring and Church
Zone G - Public Spaces between Church and Osage
Zone H - Public Spaces between and Osage and Manitou



Manitou Incline Traffic and Parking Issues Public Meeting

OPTIONS								
Zone A Barr Trail Parking Lot	Zone B COG Train Parking Areas	Zone C Iron Springs Chateau Parking Area	Zone D Public Spaces between COG entrance and Winter (south end)	Zone E Public Spaces between Fairview and Spring	Zone F Public Spaces between Spring and Church	Zone G Public Spaces between Church and Osage	Zone H Public Spaces between Osage and Manitou	External Other Parking Supply
34 Spaces	56 Spaces (on Ruxton)	46 Spaces	21 Spaces	17 Spaces	47 Spaces	33 Spaces	9 Spaces (3 hour max)	
1) Eliminate parking 2) Expand parking on site 3) Open paid parking a) High fee 4) Restricted paid parking a) Barr users only 5) Other options	1) Rent parking spaces 2) Buy parking spaces 3) Shared parking agreement 4) Paid parking – managed by COG 5) Other options	1) Rent parking spaces 2) Buy parking spaces 3) Shared parking agreement 4) Paid parking – managed by ISC 5) Other options	1) Eliminate parking 2) Open paid parking a) High fee 3) Restricted free parking a) Residential permit only 4) Restricted paid parking a) Residential permit free b) Time of day c) Day of week 5) Other options	1) Open paid parking a) High fee 2) Restricted free parking a) Residential permit only b) Time of day c) Day of week 3) Restricted paid parking a) Residential permit free b) Time of day c) Day of week 4) Other options	1) Open paid parking a) Moderate fee 2) Restricted free parking a) Residential permit only b) Time of day c) Day of week 3) Restricted paid parking a) Residential permit free b) Time of day c) Day of week 4) Other options	1) Open paid parking a) Low fee 2) Restricted free parking a) Residential permit b) Length of stay – extend 3-hour zone c) Time of day 3) Restricted paid parking a) Residential permit free b) Length of stay – extend 3-hour zone c) Time of day 4) Other options	1) Restricted free parking a) Length of stay – extend 3-hour zone b) Time of day 2) Restricted paid parking a) Length of stay – extend 3-hour zone b) Time of day 3) Other options	Smischny Lot (42 spaces) Canon Lot (43 spaces) Wichita Lot (80 spaces) Prospect Lot (50 spaces) Other lots 1) Shared Parking locations 2) Dedicated External Parking 3) Dedicated Shuttle Services a) Free with paid parking at dedicated lot b) Nominal fee with free parking 4) City circulator shuttle a) Free b) Tie to information center c) “tour guide” 5) Other options
OTHER PROACTIVE OPTIONS								
More Presence <ul style="list-style-type: none">Police officerParking officialTow truck		More Visual Cues <ul style="list-style-type: none">Additional striping of illegal zones on Ruxton (define the zone)Visual cue for narrow aisles (i.e. near the Iron Springs Rock, Winters)A shoulder stripe for pedestrians – a single file marking from Spring Street to the Incline lotAdditional crosswalks at Miramont and downhill of stone bridge at Pilot Knob“Use Sidewalk ➞” on-street markingPedestrian Crossing Zone at COG with islands and bulb outs			More Information <ul style="list-style-type: none">Variable message signs regarding parking supplyImplement Tow Away ZonesInformation campaign regarding the parking situationPavement marking - “Walk Single File” above SpringPedestrian signage - “10 Minutes to the Incline”Vehicle Signage - “Why wait? – Start the Incline now! PARK HERE”			